

BookletChart™



Alaska Peninsula and Aleutian Islands to Sequam Pass

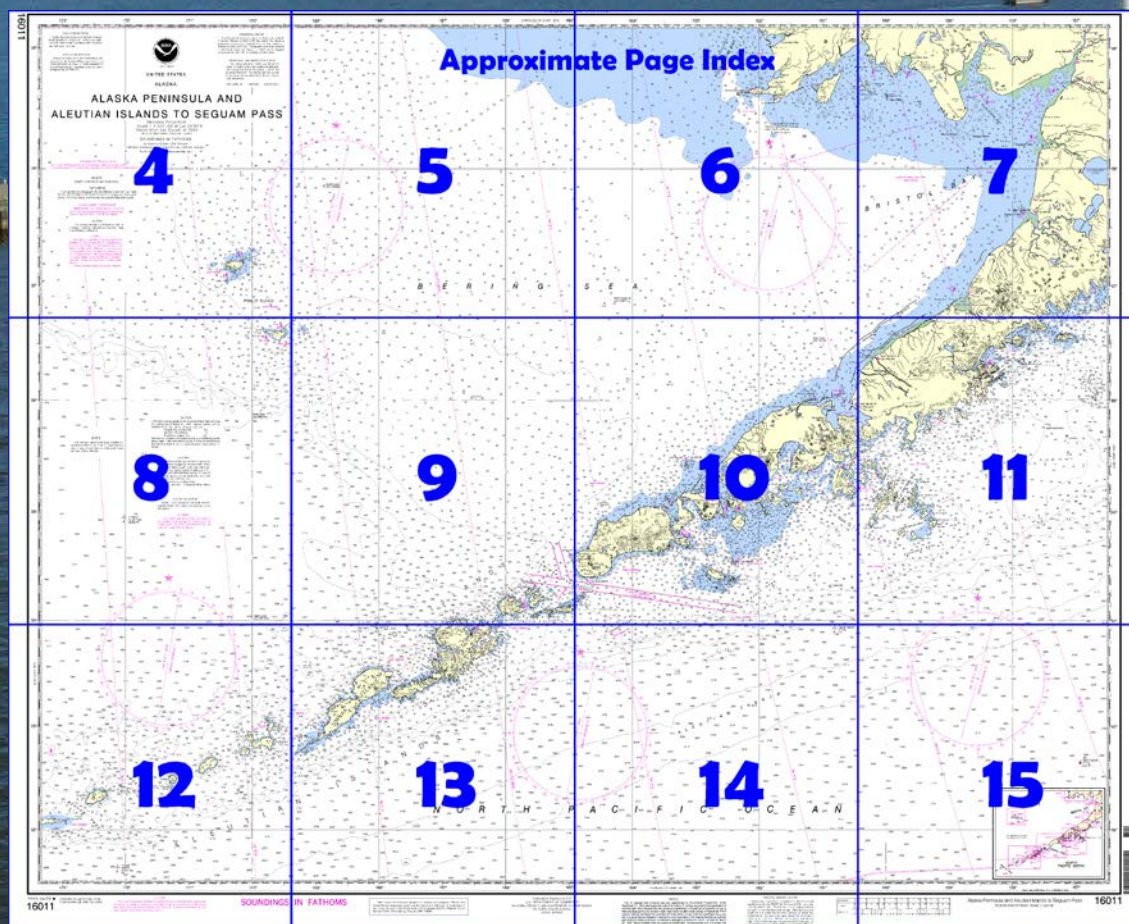
NOAA Chart 16011

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16011>.



(Selected Excerpts from Coast Pilot)

Alaska Peninsula, extending SW over 400 miles from Alaska mainland (59°30'N., 155°00'W.) to Isanotski Strait (54°52'N., 163°23'W.), is mountainous with many irregular and bold peaks reaching 2,000 to 9,000 feet. **Pavlof Volcano** (55°25'N., 161°54'W.), the most prominent of several active volcanos on the peninsula, has three symmetrical peaks in a general N-S line; the middle and highest peak rises to almost 8,300 feet. **Frosty Peak** (55°04'N.,

162°50'W.), a conspicuous snowcapped mountain with several irregular peaks near the SW end of the peninsula, reaches nearly 5,800 feet. There are many lakes and sizable streams on the peninsula; several

portages cross between the adjacent bays.

The S coast of the Alaska Peninsula from Cape Douglas (58°51'N., 153°17'W.) to Cape Pankof (54°40'N., 163°02'W.) is irregular and broken by numerous indentations affording anchorage. Some settlements, canneries, and fishing stations are scattered along the coast and among the off-lying islands.

Many of the points are high rugged cliffs with offshore reefs, while other points are low with shoal water extending from the shore. Kelp does not always mark rocks and shoals, especially in early or late summer.

Sometimes only thin ribbon kelp grows on the dangers which is either drawn under by currents and seas, or cannot be seen until the kelp is entered.

Many vessels from southeast Alaska use the Shelikof Strait route SE of the Alaska Peninsula to the Bering Sea. The route is described in chapter 3. The run between Shelikof Strait and Shumagin Islands is one of the most difficult in Alaska because of the prevalent thick weather and unknown currents. The current effect near Foggy Cape (56°31'N., 157°00'W.) is particularly confusing.

Currents.—A continual current of considerable strength follows the coast all the way from Shelikof Strait to the Aleutian Islands. This W current is considered an eddy which accompanies the general E drift across the Pacific S of latitude 50°N., and forms a part of the general circulation of the North Pacific Ocean.

The current along the Alaska Peninsula has been called a warm current originating in the Gulf of Alaska and it doubtless assists in causing the S side of the peninsula to be warmer than the Bering Sea side. It is also well known that the islands off this coast have a milder climate than the mainland; almost the entire population of the area is found on them as a result.

The coastal current searches out all the passages, large and small, between and around the many islands, and in some of them it becomes strong enough to be important. An approaching NE storm gives warning by strengthening this current; in many places the current will indicate NE weather a day before the barometer falls. W winds weaken the current. On three runs between Chirikof Island and Castle Rock, a survey ship experienced a S set indicating an average strength of current of 1.5 knots.

The tidal currents in the vicinity of the S coast of the Alaska Peninsula are strong in many of the constricted passages. In the open waters offshore they are generally weak.

Weather, Alaska Peninsula.—Winds along the rugged Alaska Peninsula are local and variable. At Chignik, they are mostly from the W through NW in early winter, the SE in midwinter, and SE through SW from March through September. Strong winds often blow from the Bering Sea through the mountain pass over Chignik Lake. In the Shumagin Islands, summer winds are often out of the SW, while winter winds frequently blow out of the S. At Cold Bay, southeasterlies are common all year around. Northwesterlies are also frequent in winter. In summer, west through NW winds are common. In winter, windspeeds at Cold Bay average 15 knots and reach gale force about two percent of the time. Annual rainfall ranges from 20 to 60 inches (508 to 1524 mm), with heaviest amounts usually occurring on the SE side of the peninsula. At Cold Bay, which averages 36 inches (914 mm) annually, measurable precipitation falls on 320 days in an average year; on nearly half of those days, it snows. September through November are usually the wettest months, while snow is common from October through April.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Table of Selected Chart Notes

22 A shoal with 2 to 3 fathoms depth is reported extending true west from Cape Peirce. Distance not given.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

LOCAL MAGNETIC DISTURBANCE

Differences from the normal variation of as much as 14° have been observed along the Alaska Peninsula and as much as 8° in the Aleutian Islands.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B

Mariners are requested to avoid transiting or anchoring within a 1/2 mile of Cape Seniavin due to large concentrations of marine mammals and sea birds at this site.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska. Refer to charted regulation section numbers.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

For Symbols and Abbreviations see Chart No. 1

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tuklung Mt, AK WNG-525 162.425 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

MAGNETIC VARIATION

Magnetic variation curves are for 2012 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

56

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55

CAUTION

Tidal observations made by the National Ocean Service since the earthquake of March 27, 1964, indicate bottom uplift or subsidence, in feet, at the following locations:

Chignik Bay, Alaska Pen. -0.2
Sand Pt., Popof Island 0
King Cove, Alaska Pen. +0.3

Mariners are cautioned to expect shoaling or deepening for the areas listed. Tidal observations at this time are at selected sites and the magnitude of the changes except at these sites is not known.

Mercator Projection
Scale 1:1,023,188 at Lat 56°00'N
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

AT MEAN LOWER LOW WATER

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

59 COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

55

54

173°

172°

171°

170°

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THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA

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Tuklun Mt, AK WNG-525 162.425 MHz

ALASKA PENINSULA AND ALEUTIAN ISLANDS TO SEGUAM PASS

Mercator Projection
Scale 1:1,023,188 at Lat 56°00'N
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS

AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

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MAGNETIC VARIATION

Magnetic variation curves are for 2012 derived from 2010 World Magnetic Model and accompanying secular change. If annual change is in same direction as variation it is additive and the variation is increasing. If annual change is opposite in direction to variation it is subtractive and the variation is decreasing.

COLREGS, 80.1705 (see note A)

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HEIGHTS

Heights in feet above Mean High Water.

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Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

LOCAL MAGNETIC DISTURBANCE

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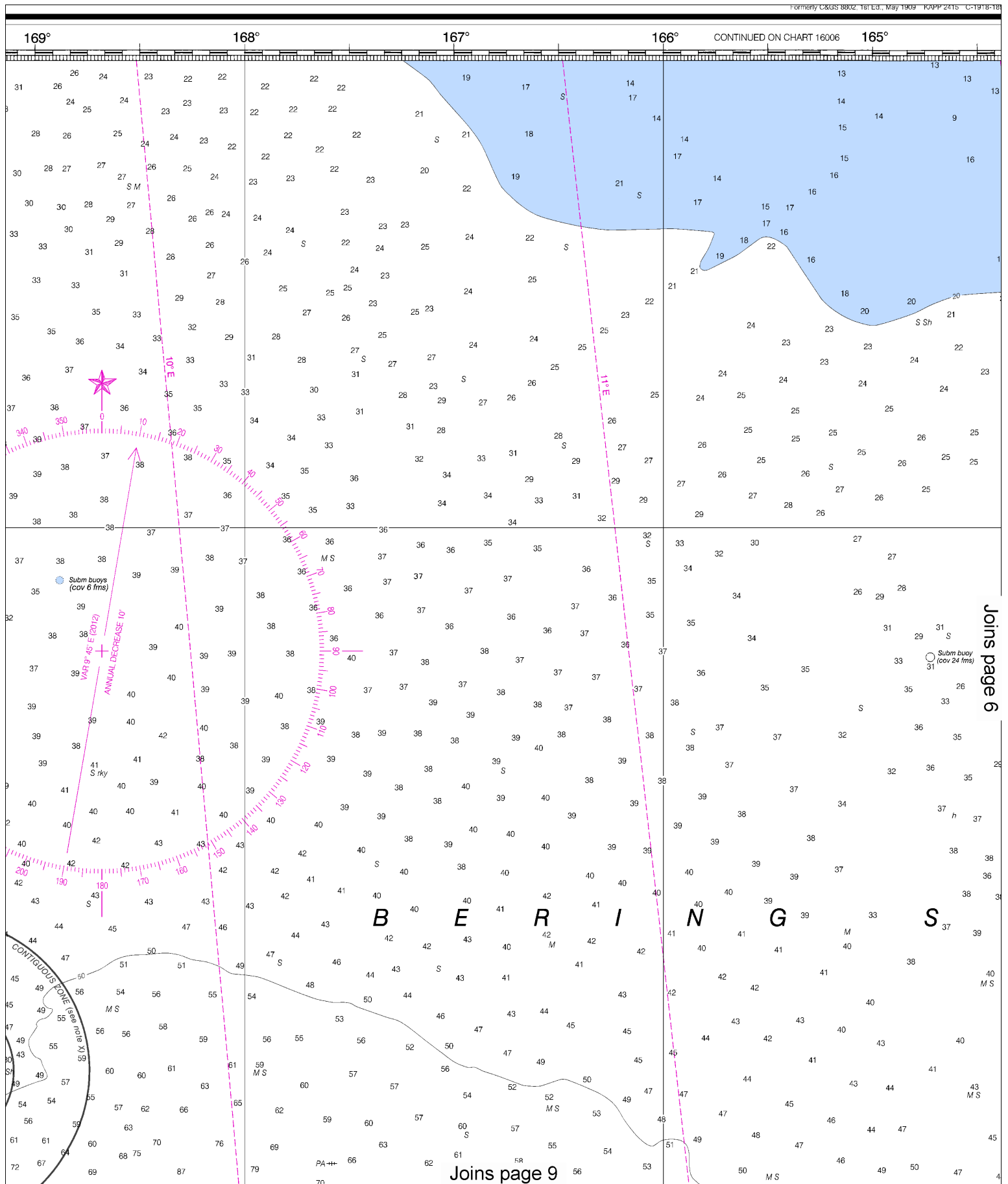
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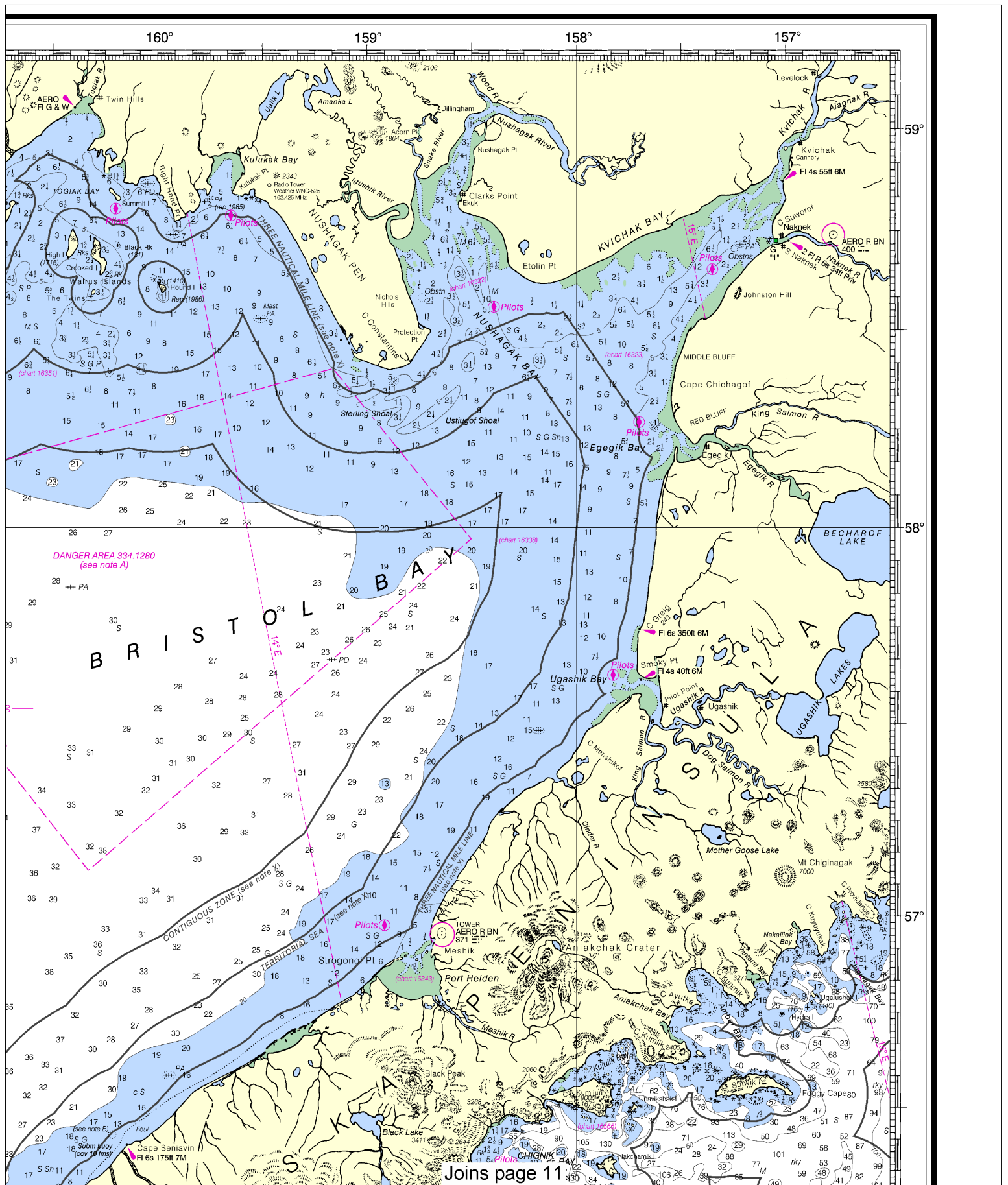
Joins page 8

Note: Chart grid lines are aligned with true north.

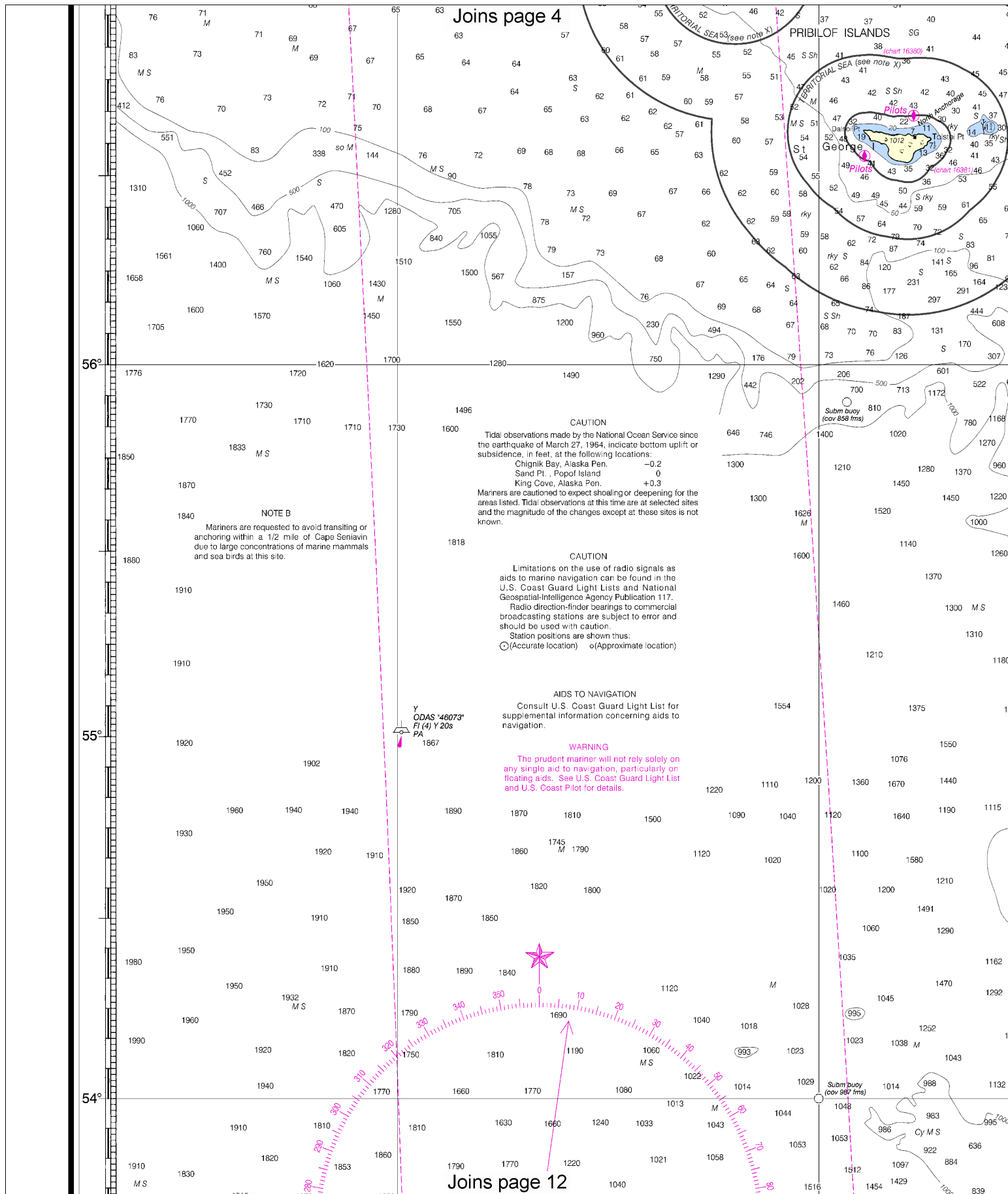


This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:1461697. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

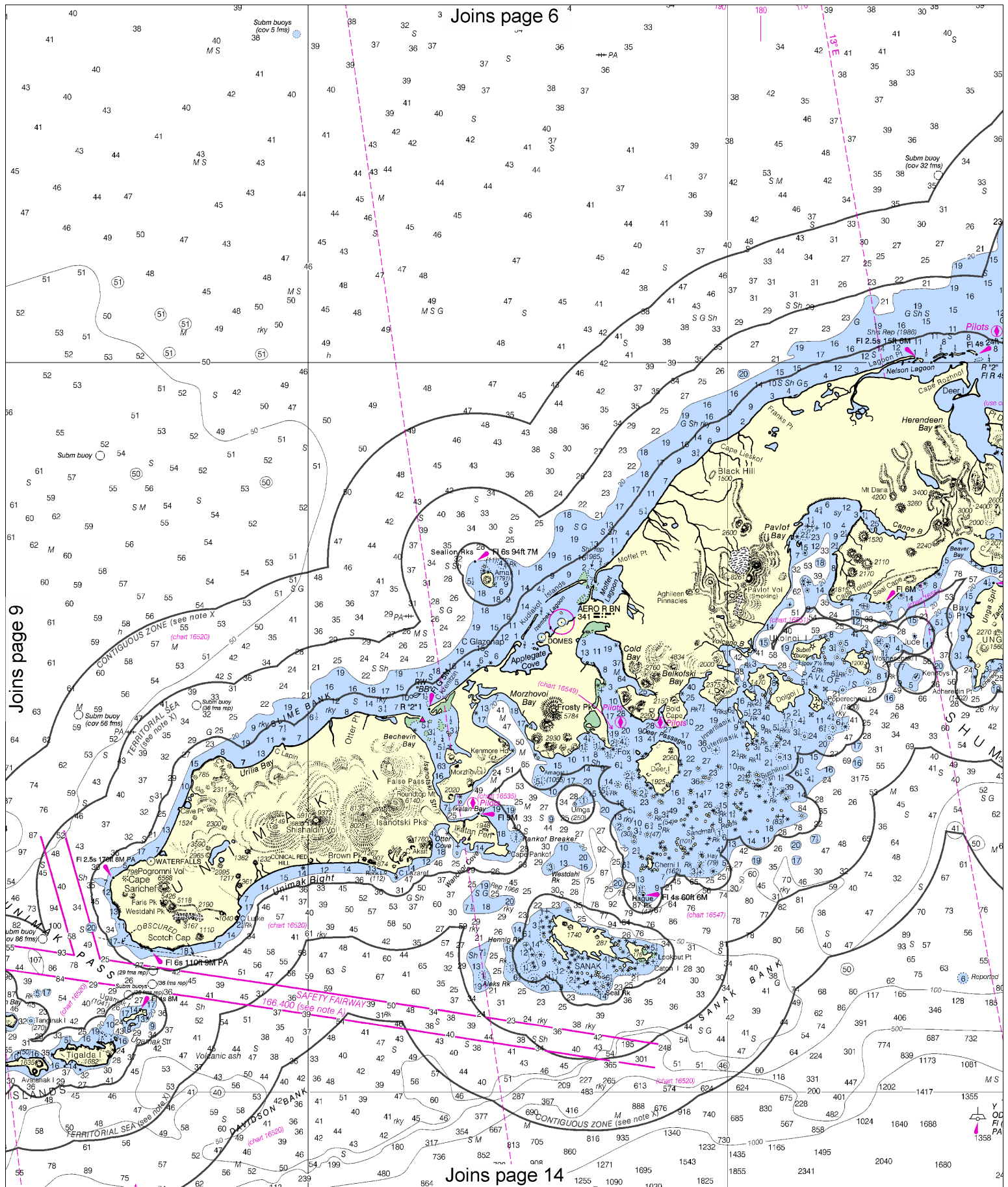
Note: Chart grid lines are aligned with true north.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 0313 1/15/2013,
 NGA Weekly Notice to Mariners: 0413 1/26/2013,
 Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

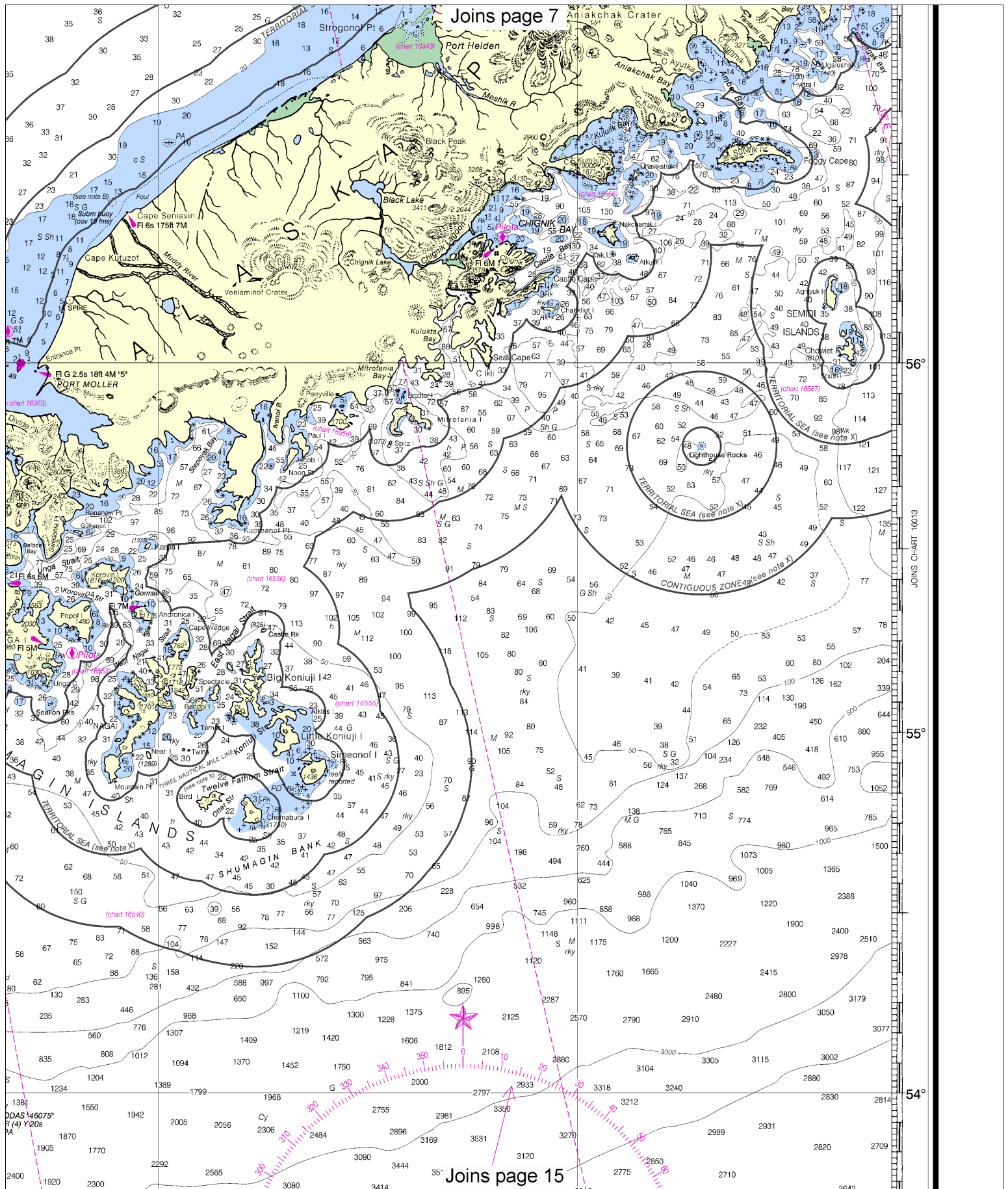


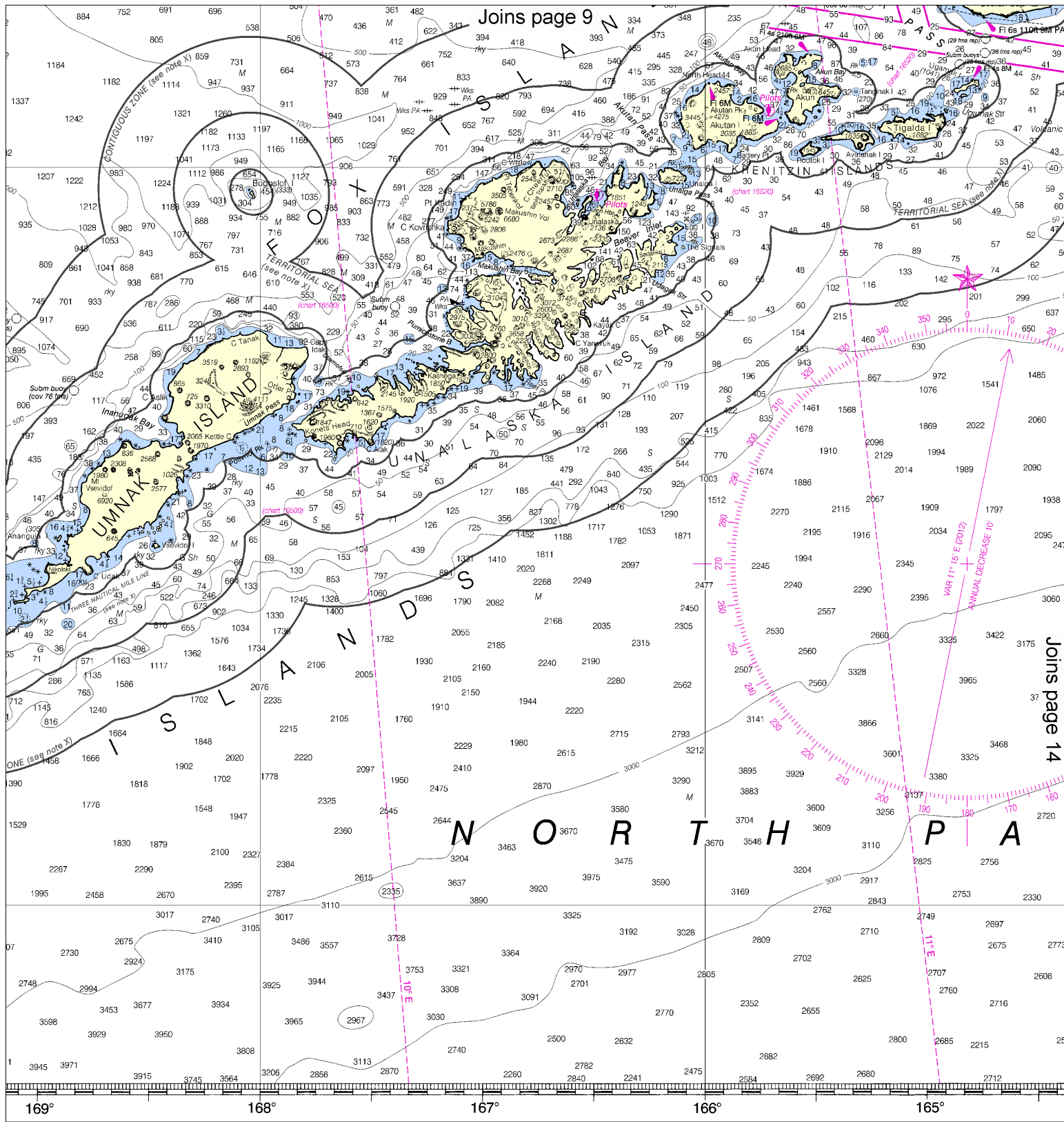
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Note: Chart grid lines are aligned with true north.

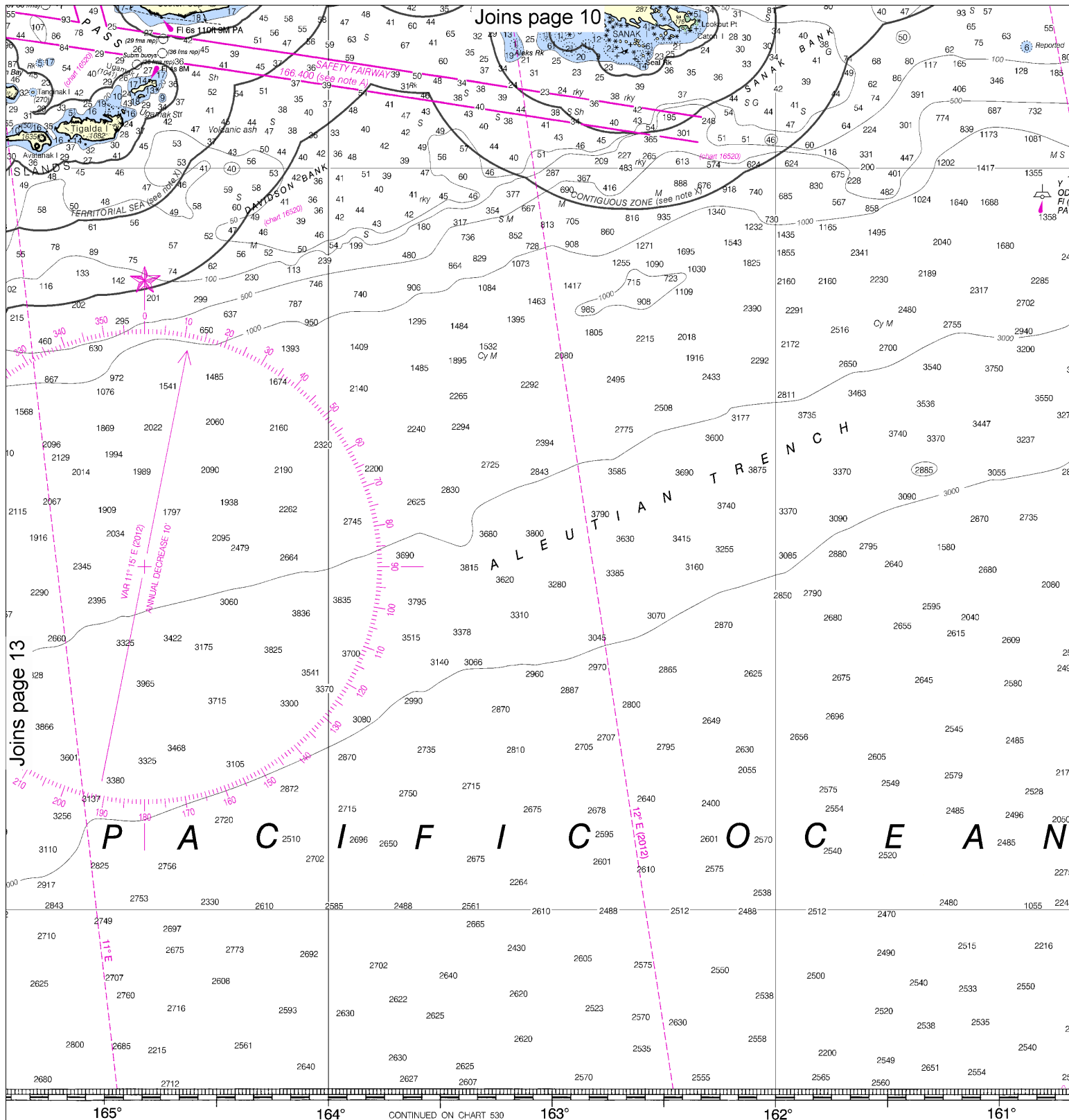




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SOUNDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



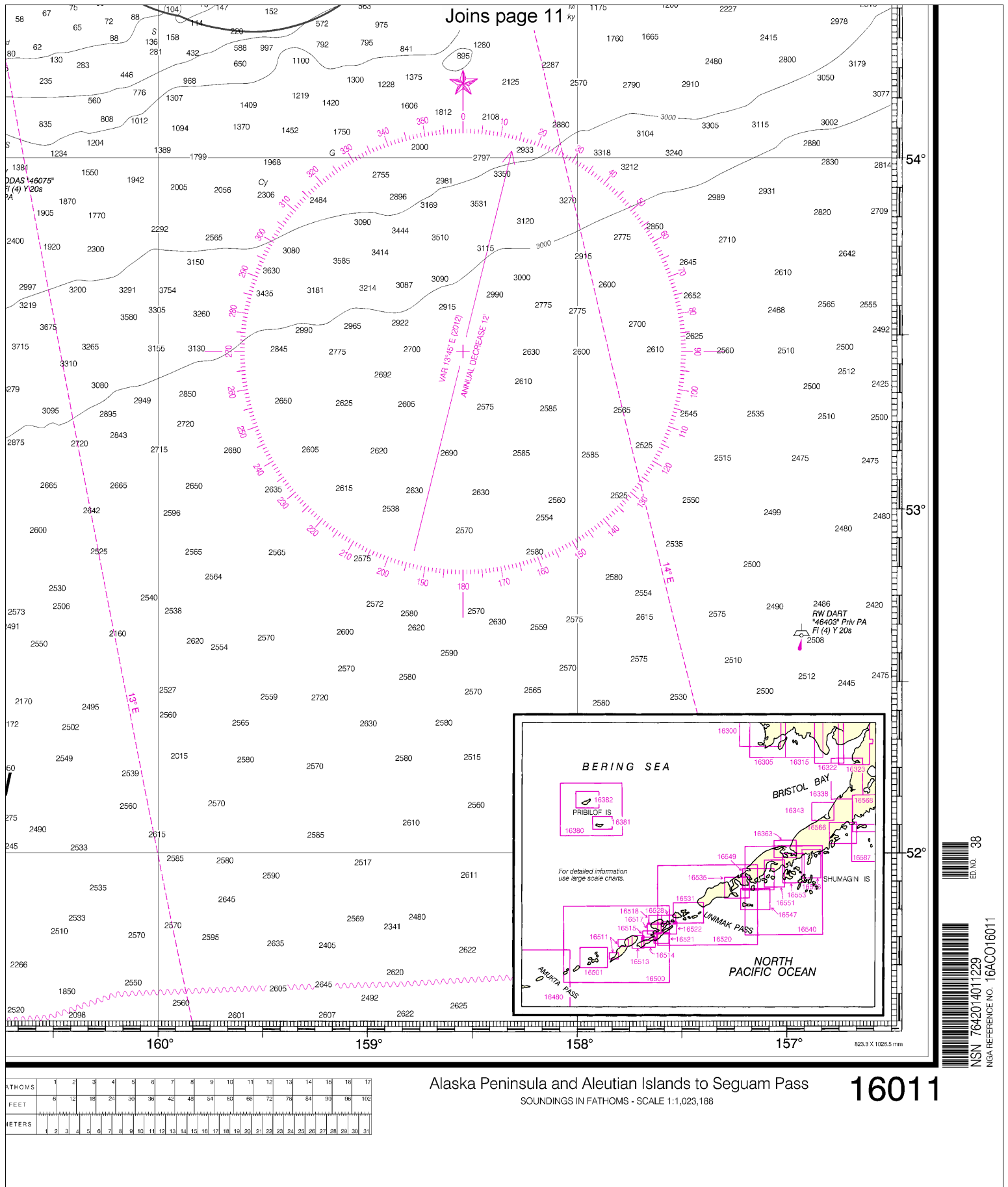
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PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact: NOAA at <http://ocsddata.nod.noaa.gov/ids/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

FAT
F
ME

Note: Chart grid lines are aligned with true north.



ED. NO. 38

NSN 7642014011229
NGA REFERENCE NO. 16ACO16011



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker